GEOGRAPHIC NEWS BULLETIN

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THE NATIONAL GEOGRAPHIC SOCIETY

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DONKEY AND CAMEL BOY ARE PACE-SETTERS FOR NEAR EAST CARAVAN. (Bulletin No. 4.)

The camel is too dull a creature to be without a leader, so the donkey leads a long line of patient beasts of burden.

DO YOU WISH YOUR BULLETINS CONTINUED?

Requests for the Geographic News Bulletin must be renewed if you asked for them last February. If you desire the Bulletins continued please notify The National Geographic Society, Washington, D. C., promptly. The blank on last page may be used.

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Greece Has Survived Many Reverses

IF ANYONE fears that Greece is in a way to pass wholly from the world stage because of the tremendous reverses which she has suffered recently he has only to glance back into history to change his mind.

There are few parallels to the striking racial phenomenon of Hellenic continuity throughout the vicissitudes of 2,000 years. Modern research has penetrated the dark byways of medieval Greek history, and we now know that the Greeks, whatever their temporary fate, have preserved unbroken the thread of their national existence.

Language Bond With Classic Past

The firmest bond which unites the Greek of today with his illustrious forebears of the golden age is the Greek language, the essential elements of which remain as they were in the days when the tongue served as the medium of the noblest poetry and the sublimest philosophy the race has yet produced. This tongue traces its unbroken lineage back through medieval and New Testament Greek to the classic speech of Plato and of his contemporaries.

And yet, with all this continuity of language, there has existed in Greece for some years a linguistic condition of affairs around which centers a controversy at once comic or tragic. There are in Greece two languages, or rather, the one language in two forms—one written by the newspapers, spoken by the educated classes, and used in parliamentary debates and in public documents, including the Scriptures, the circulation of which is regulated by law. The other is a vernacular, with a much simplified grammar, used by the masses of the people, containing may words of foreign origin, especially Turkish and Italian, arising from those periods of foreign occupation. This second language rarely is reduced to writing, except for private communications. The former is the cultured tongue; the latter the popular idiom. Between the two there rages a merciless warfare, in which fanatical students of the university have lost their lives, ministers their portfolios, and a Metropolitan of Athens his miter.

Greek Scholar at Disadvantage

The controversy is too intricate to be briefly summarized, and like most questions which divide the Levantine mind, it is probably not to be settled wholly in favor of either extreme party.

The use of these two tongues is a source of much confusion to the visitor in Greece, especially if he has reckoned upon his knowledge of classic Greek to assist him in his travels. He will be able indeed to read the newspapers without much difficulty, but he will be utterly lost in conversation, not only because of the pronunciation, which is vastly different from the Erasmian method in which Westerners are schooled, but because the spoken tongue, being demotic, will have a vastly different vocabulary from that which he has taken from the dictionary.

Greece of today looks back only three generations, if one places its origin in the War for Independence, which was concluded by the Protocol of London

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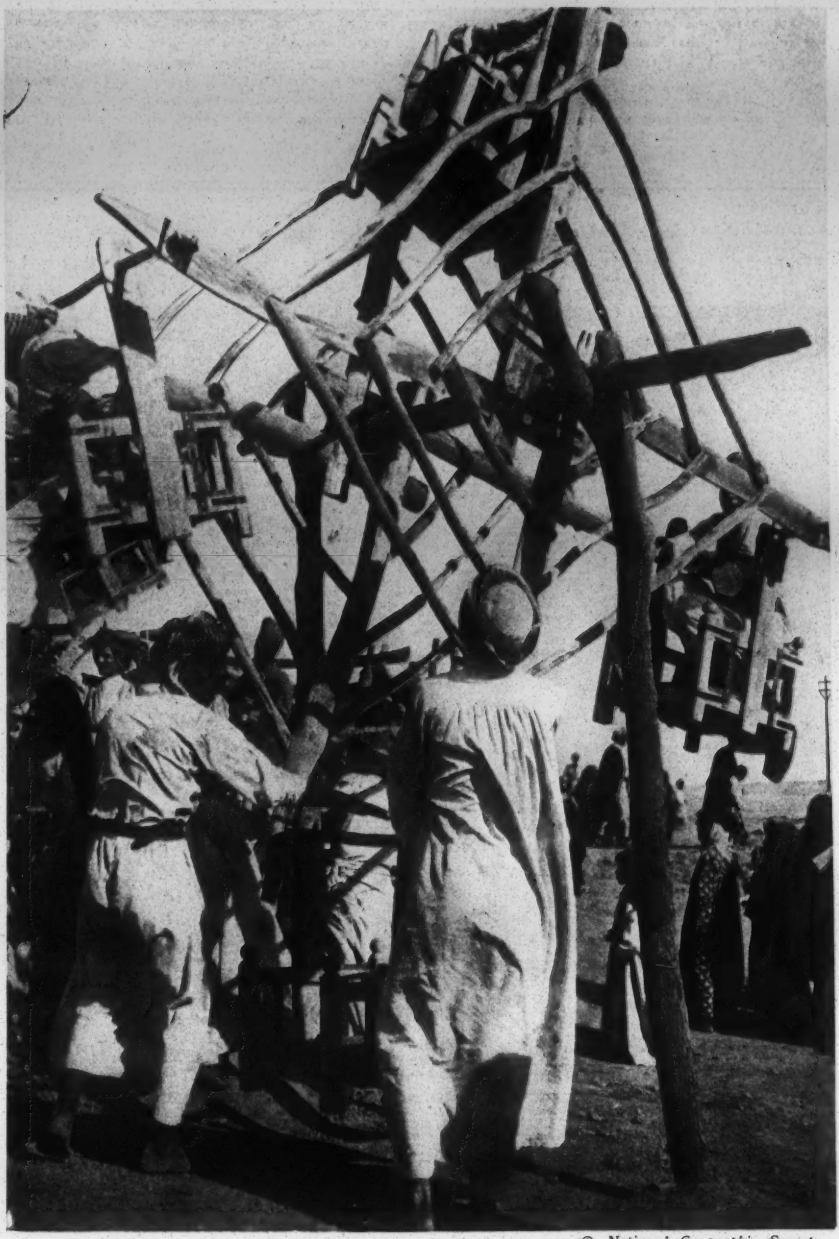

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AN ARAB FERRIS-WHEEL IN BAGDAD

On festival occasions such crude devices spring up in the outskirts of the City of Caliphs and prove a popular diversion for Arab children. They are run by hand.

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Tangier Visitor May Confuse Tinkle of Telephone and Water Carrier's Bell

A BUSY port city where there are no wheeled vehicles and few pedestrians; where, by day, one may confuse the tinkle of a water boy's bell with the telephone, and, by night, the tourist can sleep in a hotel of modern appointments while the native vender is more apt to lie down with his merchandise, family and beast of burden huddled in the market place.

Such is Tangier, which lies within the Spanish zone in Morocco, but is an internationalized port. Tangier's status was defined in 1912 and later peace settlements affected more extensive areas in Africa than on any other continent.

Streets Too Narrow for Vehicles

Streets of Tangier are not wide enough for automobiles nor for animal-drawn vehicles. But the Tangier Mohammedan, Jew and Christian are united, at least, in their distaste for walking. The lady of fashion goes calling on donkey-back, ensconced in a chair-like saddle. Men who can afford horses ride them, and the Moroccan horses are the limousines of the equine world. The mule is the taxi and the trolley of Tangier.

A daylight scene in Tangier's market place presents a panorama of races and epochs. There are cupboard-like shops and modern novelty stores, and electric light bulbs link a newer civilization with the times represented by professional letter writers, story tellers and snake charmers.

Snake Charmer Strangest Spectacle

Of all the Tangier spectacles, the snake charmer, perhaps, is the strangest. He appeals to the deepest religious instincts of the native and the circus lust of the visitor. A grizzly figure, with an assistant who beats a doleful tom-tom, draws his wriggly pet from a sack, allows the reptile to bite his tongue, wipes away the blood with a handful of shavings, and then blows upon the dry shavings. First they smoke, and then they may burst into flame! Your native guide reverently pronounces the fakir a "very devout man;" you can but admire his proficiency in a very difficult, even if very old, trick.

Dim, dank, and mysterious by day, the narrow Tangier streets become ghost-like ravines at night, with shrouded figures, stealthily moving about holding what look like ladies' hat boxes, in which are candles, shedding dim rays too soon absorbed by the velvety darkness. Many of the lantern bearers are guides, piloting curious tourists to the brightly lighted interiors of coffee houses and dance halls, or to the wine shops and gambling dens, which are neither so innocent nor so safe.

The variety and congestion of life in Tangier give an impression of size which the estimated census does not warrant. The city has only about 50,000 people. It is spread over a half bowl opening into the straits of Gibraltar, 35 miles southwest of fort of Gibraltar. Little is manufactured and the exports are slight. But there are heavy imports for points throughout Morocco.

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in 1830; and, witnessing the progress which in that brief span has been made in a land of such sparse resources, one cannot see how praise can be withheld from a people who have accomplished so much.

Race Pure Only in Islands

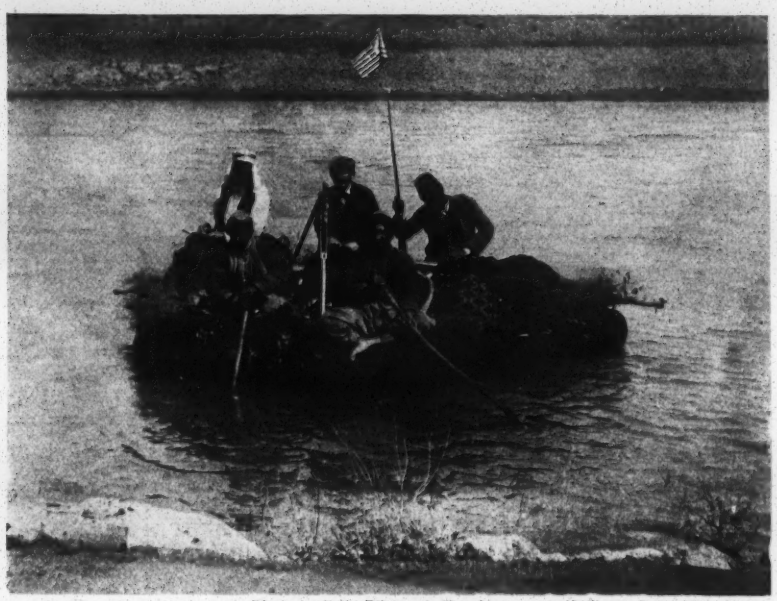
It is only in the islands or deep in the country, where the Albanian flood which swept across the Attic plain has never reached, that one finds the facial lineaments and the bodily grace which the ancient sculptor has taught the modern world as being common to all Greeks of classic time. And this survival persists chiefly among the children, because incessant toil and scanty nourishment soon deprive both boys and girls of their native grace and stamp them with the marks of a life of labor.

Greece is essentially a land of agriculture, preeminently intended to be such; but, owing to the tremendous drain by emigration from the rural districts, the progress of agriculture has been painfully deficient. In many places the land is tilled only by women and girls. Many of the men have gone to America.

Throughout Greece—and indeed throughout the entire Balkan region—English is much heard, because of the great numbers of Greeks who have returned home from America; and few travelers in the Peloponnesus will fail to recall at almost every railroad station the eager face thrust in at the carriage window, quivering with the demand, "You fellers from America?"

Retain Democracy of Ancient Athens

The ancient Athenian democracy may be said to have projected itself well-nigh intact into the life of Greece as it is today. Class distinctions are unknown. Titles of nobility are forbidden by the constitution, even though every native of Corfu claims to be a Venetian count, and the Crown Prince is known only as the Diadochos, or Successor. Neither wealth nor education hinders the association of all upon terms of the most absolute equality.



Photograph by Ellsworth Huntington. © *National Geographic Society.*

A RAFT MADE OF INFLATED SHEEPSKINS

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How English Railway Trains Are Different

WHEN Sir Auckland Geddes, British Ambassador to the United States, in an after-dinner speech before the Pilgrims Society in London, urged Britishers to travel more extensively in America, he pointed out that Americans have traveled in England for years. Despite the frequency of travel in the British Isles, Americans still find that our English cousins do many things which strike us as quaint or peculiar, according to a communication to the National Geographic Society by Ralph A. Graves.

If, for example, the American is traveling first-class (corresponding to our Pullmans and our chair cars) he finds that each compartment, as a rule, accommodates six travelers—three on each side, with arms allotting the proper space for each traveler. The third-class compartments accommodate eight persons, and in the majority of cases on the trunk lines all the spaces are taken. There is seldom difficulty in obtaining a first-class seat, and this is the chief advantage, for which from 30 to 40 per cent higher fare is paid.

Whistle Means "All Aboard"

The traveler usually delegates to the porter with his luggage the task of finding a seat. A bag or coat may be placed on a seat to claim it for the traveler who may defer boarding the car until a shrill warning whistle blows.

If the traveler is going on a crowded train he would do well to obtain from the head-attendant of the dining car a "first sitting" card before the train starts. After the train is under way an assistant attendant comes through the corridors announcing that breakfast is ready for those holding first-sitting cards.

English Dining Cars Differ

Most of the English dining cars differ considerably from American diners. The passengers sit in high-back pews instead of chairs. The breakfasts are usually of the club variety, there being little choice for the traveler. First our assistant attendant appears with individual dishes of porridge (usually rather tasteless according to American standards because it has been cooked without the suggestion of salt). This attendant is pursued by a second with hot milk, which he pours on the porridge if the traveler acquiesces. A third attendant follows with a huge pot of coffee in one hand and another of equal size filled with hot milk in the other. He fills your coffee cup with the coffee and milk poured simultaneously and in equal quantities. Then comes the bread-basket attendant who allows you to take a roll or a "hunk" of bread (it is seldom cut in thin slices).

The porridge or oatmeal is eaten with milk (or cream) and sugar, the latter obtained from shakers with patent caps which seal the shaker when placed upright on the table, or in the wooden salt-box rack screwed on the window sill. The salt is poured from a shaker with a little funnel in the top, and strange

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A VILLAGE HOME IN THE INTERIOR OF MOROCCO. (See Bulletin No. 2.)

Note the stork's nest. The women believe the stork is a bearer of love messages.

Note to Teachers

Following is a partial bibliography, extracted from "The Cumulative Index of the National Geographic Magazine" (1899-1922, inclusive), which index may now be had from the headquarters of the National Geographic Society. (Cloth $1.50, postpaid in U. S. A.) A limited supply of some numbers of The Geographic may be ordered from The Society's offices at the prices named. Those numbers marked with an asterisk (*) are out of print.

Greece of Today. By George Higgins Moses. Vol. XXVIII, pp. 295-329, 27 ills., Oct., 1915. 50c.

The Glory That Was Greece. By Alexander Wilbourne Weddell. Vol. XLII, pp. 571-630, 52 ills., Dec., 1922. 50c.

The Greek Bronzes of Tunisia. By Frank Edward Johnson. Vol. XXIII, pp. 89-103, 11 ills., Jan., 1912. (*)

Tangier: A Journey in Morocco, "The Land of the Moors." By Thomas Lindsey Blayney. Vol. XXII, pp. 750-775, 21 ills., Aug. 1911. 75c.

Two Great Moorish Religious Dances. By George Edmund Holt. Vol. XXII, pp. 776-785, 6 ills., Aug., 1911. 75c.

Map of Africa, showing transfers of sovereignty, changes of name, and numerous new railways, may be had from The Society's headquarters, mounted on linen, $1.50.

Mesopotamia: Pushing Back History's Horizon: How the Pick and Shovel are Revealing Civilizations that Were Ancient When Israel Was Young. By Albert T. Clay. Vol. XXIX, pp. 162-216, 47 ills., 1 page map, Feb., 1916. 50c.

Where Adam and Eve Lived. By Frederick and Margaret Simpich. Vol. XXVI, pp. 546-588, 35 ills., Dec., 1914. 50c.

Essen: The Story of the Ruhr, By Frederick Simpich. Vol. XLI, pp. 553-564, 12 ills., May, 1922. 50c.

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Iraq: Land of Coveted Mosul and Storied Bagdad

ATTACKS by the Turkish Nationalists upon Mosul follow upon the brief existence of Iraq, or Mesopotamia, as an independent nation under British mandate. Mosul is the northern metropolis of Iraq, Basra the chief city of the south, while the better-known Bagdad lies near the geographical center of the baby kingdom.

This "new" nation of Iraq, in reality is one of the oldest patches of the earth's surface from the standpoint of history. Iraq has existed as a geographical name for ages, but in recent centuries it has had little more official sanction than "Manhattan" for the American metropolis or "Frisco" for a thriving Pacific port. Yet it covers more or less indefinitely a region known, and often famous, in every age of man from the dawn of tradition to the present—the fertile plain of the Tigris and Euphrates valleys, where the Garden of Eden is supposed by many students to have been situated, and where the first weak rootlets sprouted that have grown into the worldwide civilization of today. Strip Iraq of its alias; call it Babylon—Nineveh—Mesopotamia, and it is known to every school child.

A Slice of Turkey

The country comprising the practically independent kingdom of Iraq was placed under the mandate of Great Britain on the breaking-up of the Turkish Empire following the World War, and was generally spoken of as "the mandate for Mesopotamia." It included approximately the old Turkish vilayets of Basra, Bagdad, and Mosul, which cover the delta of the Tigris and Euphrates and a considerable part of the upper reaches of those streams, lying between the Syrian desert on the one side and the hills of Kurdistan and western Persia on the other. To the southeast, at the mouth of the rivers, is the navigable Persian Gulf.

It is difficult to exaggerate the agricultural paradise that might be built up in the lower valley of the two rivers, supplemented by the mineral wealth taken from the regions farther north, if the country were under a strong government, were peopled by alert, educated inhabitants, and if the necessary capital and modern machinery were available.

Irrigation Made Splendor of Babylon

To gain an idea of what wonderful development can be brought about in Mesopotamia one need only look into the past. At the beginning of history the plain of the Tigris and Euphrates was a garden-spot teeming with a well-fed and wealthy people. If there was a "grandeur that was Greece and a glory that was Rome" there was as truly a splendor that was Babylon. And the splendor of Babylon was made possible five thousand years ago largely by the wealth that sprang from the intensive cultivation of the river plain under a gigantic system of irrigation which even the most ambitious modern systems probably have failed in many ways to surpass.

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to say, even though the climate of England is exceedingly damp, the salt does flow freely at all times and never cakes in the shaker.

Ice Water Missing

The porridge course completed, our hurrying attendant removes the plates while a second asks if you will have plaice or kippers. Perhaps you know what he says, perhaps you don't, but you are being given your choice of fresh fish or kippered herring. Meantime, your cup is refilled with milk and coffee of which you doubtless drink a good deal, not because you like English-made coffee but because there is nothing else to drink; the ubiquitous glass of ice water of the American dining car is conspicuous for its absence.

After fish, the traveler is usually given a choice of egg and bacon (never broiled crisp but apparently only boiled) or grilled kidneys. Then comes the ever-present marmalade or jam and toast—an altogether satisfying meal for 3 shillings, sixpence (about 75 cents) at the present rate of exchange. And the standard tip, given to the head attendant is sixpence (something less than 12 cents nowadays).

After the meal the traveler may remain seated in the diner indefinitely; the car becomes a sort of club smoker. Or if desired, the traveler may have the table cleared and he may use it for writing. For example, this bulletin was written in a dining car after breakfast, while en route from London to Chester.

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INDIA'S GREATEST CASTE-DESTROYER

To the railway train is due much of the modern breakdown of caste rules and Oriental courtesy.

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Essen: City of the Krupps

THE TOWN OF ESSEN, which France chose as collateral for Germany's default in her coal payments, might just as well have been named "Krupp."

Of course, Essen was founded centuries before the House of Krupp, but its importance and industrial fame is of very recent growth. It is, in fact, a product of the famous firm. Almost everybody in Essen depends for his livelihood upon the firm of Krupp, and Essen has a normal population of 300,000. It might also be pointed out that while the horizon of Essen is about limited by Krupp steel, the firm extends far beyond the limits of the city, with numerous branches, iron-ore mines, coal mines, smelters, and an industrial village bearing its name. Before the war the Krupp foundries in Berlin and the shipyard at Kiel also were famous.

Has Network of Railways

Essen is situated in the heart of a rich coal and iron country and upon a network of railways that reach to all of the chief mining and industrial centers of the Rhineland. It is located in the Prussian Rhine province, twenty miles northeast of Duesseldorf. The streets of the town are clean and well laid out. The houses, for the most part, are substantially built and belong to the firm of Krupp. There is, however, a thick atmosphere of industrial gloom over the city. It looks drab in spite of paint, and cheerless in spite of the vast wealth that its labor earns. There is no single lighter feature to redeem the city which has been called into an important place in the world by Germany's greatest steel firm.

The firm of Krupp is little more than 110 years old. However, it is some years since a prominent Frenchman wrote a thick volume about the Dynasty of Krupp, in which he considers this family's fortune as large enough to be classed among the Seven World Wonders.

Hard Struggle in Early Years

The Krupp firm at Essen on the Ruhr was founded in 1812. It was in the early days of cast steel, and, at that time, the English steel industry led the world almost to a degree of monopoly. Alfred Krupp's works were established for the manufacture of cast steel. Those were days of bitter and, apparently, fruitless struggle. As late as 1848, 36 years after their foundation, the Krupp works employed only 70 workmen. But then the age of railways dawned, and cast steel became an important article of commerce. About this time, too, the owner went into the work of developing guns, and his factory forged the cast steel guns amid whose thunder the Empire was forged and welded.

The founder of the factory died before realizing the success of his life's venture, and his fourteen-year-old son took up the burden, continuing the establishment's slow progress. After 1848, the struggle was finally successful, the Krupp works sold their goods throughout Germany, and numbered customers in more than half of the countries of Europe. By 1873, 12,000 workmen were

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Great canals crossed the region between the rivers and ran for miles on the outer sides, while smaller canals spread the water to every corner of the country. Some of these ancient canals were practically artificial rivers with two and three parallel channels, the remains of which may be traced today for scores of miles. Watered by these countless streams, nearly every square foot of the country produced its crop of dates, figs, grain and other products, and the population was many times that of today.

Babylon's agricultural Utopia was not a short-lived affair, but continued for nearly ten times as long as the period which has passed since white men settled in America. The country throve with only minor interruptions under Babylonians, Assyrians, Chaldeans, Greeks and Romans. But always the settled civilization of the agriculturists was threatened by the turbulent hill people to the north and east. Finally the Parthians captured the country and were followed by the Persians. Under these more barbarous rulers the great irrigation systems, even then much less efficient than during the golden age of Babylon, rapidly deteriorated.

Splendid, Gay, Wicked Bagdad

Under the Abbassid Caliphs, with a combination of Arabic and Persian culture, Bagdad was founded on the Tigris in the very center of the river plain—the splendid, gay, wicked Bagdad of the Arabian Nights. Mesopotamia's prosperity, though much less, was still relatively great, and Bagdad was for awhile the metropolis of the world, its inhabitants at one time numbering 2,000,000 souls.

When the Turks got possession of the Caliphate and carried its seat on to the west, Bagdad withered; and under Turkish rule the Tigris and Euphrates valley entered its darkest period. The few canals that had continued to function properly joined those that long before had fallen into disrepair, and became clogged, broke their banks and caused floods. Much of the incomparably fertile soil became and has remained until today bare plain or oozy swamp. Only a small percentage of the rich valley has for generations produced any crops.

Large Acreage Drained

After the Young Turks came into power in 1908 reclamation work was undertaken in the Tigris and Euphrates plain and some headway was made. After the British occupied Bagdad in 1917 this work was carried much further. An appreciable acreage has been drained, and dams and canals have been constructed. A railroad has been built from Bagdad to Basra, the port near the Persian Gulf, a distance of several hundred miles; and another line has been laid up the Tigris half way to Mosul.

It was planned under the new Arab state and the mandate to continue the work of rejuvenating the country's ancient irrigation system. But there is a Herculean task to be accomplished before "The Garden of Eden" blooms again. It was estimated before the World War that the ambitious project of the Turks to reclaim 3,500,000 acres would cost $130,000,000. The total area that might be irrigated is placed at about 12,500,000 acres.

Bulletin No. 4, January 29, 1923.

employed, and the firm had begun to purchase iron and coal mines and blast furnaces. Long before their triumph, however, the Krupp's had put into operation those social service reforms that were destined to find echo around the world. In the early fifties the firm had established for its workmen a sick-aid and pension fund, from which the German Empire was to draw the inspiration that led to the establishment of a state insurance system.

Personal Property of Krupp Family

The firm has always remained the personal property of the Krupp family. It finally fell to Bertha Krupp, who, in 1906, married a Prussian diplomat, formerly attached to the Embassy at Washington, Dr. Gustav von Bohlen und Halbach. Just before Bertha Krupp took over the works, they were organized for administration purposes into a joint stock company. All but four shares of $250 each were taken over by Miss Krupp. The firm's capital was placed at $85,000,000.

Before the World War the Krupp steel works employed more than 45,000 men in Essen alone. The Krupps made all manner of things of steel, but—and this mainly constitutes their world renown—the Krupp gunshops had a unique support from its organization. They have made and unmade maps and empires. Bertha Krupp is known in her Fatherland as the "Cannon Queen." After the war munitions making ceased, but the works continued to pour out an amazing variety of articles—from railroad locomotives to hair pins.

Bulletin No. 5, January 29, 1923.

Form for Renewal of Bulletin Requests

Many requests for the Geographic News Bulletin were made for the year ending with a February, 1923, issue. If you desire the Bulletins continued kindly notify The Society promptly. The attached form may be used:

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National Geographic Society
Washington, D. C.

Kindly send ..... copies of the Geographic News Bulletin for the school year beginning with the issue of February 5, for class room use, to

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Address for sending Bulletins.....

City ..... State.....

I am a teacher in ..... school .....grade

Enclose 25 cents for each annual subscription.